

## IN RAILROAD CIRCLES

The Union Pacific Also Cuts the Rate to Denver.

WOOL RATES ARE AGITATED.

The New Union Pacific Time Table Gives an Evening Eastern Train—Personal and General.

The announcement in THE HERALD of yesterday morning that the Rio Grande Western had reduced the first class passenger rate between Salt Lake and Denver to \$18, created considerable of a commotion in railroad circles. That was about the only place, however, affected by it to any extent. The traveling public read it and smiled, and there were not a few who hugged to their bosom the belief that it meant a rate war in passenger tariffs at least. Although THE HERALD's article was based, as usual, upon information received from headquarters, yet inquiry at the Union Pacific office yesterday, elicited the fact that the information they had of the cut they had obtained from the Rio Grande. Mr. Eccles, however, was of the opinion that the rate was an agreed one, as he had understood that a meeting on the very subject had been held in Omaha yesterday, and the result would doubtless be developed later. Later, word was received from Omaha that the rate was an agreed one by all lines interested.

**The Wool Meeting Postponed.**  
The Herald of yesterday announced that there would be a meeting of the general agents in this city, at which the question of wool rates would be again considered. Later in the day, however, it was discovered that it would be advisable to postpone the meeting, because of the fact that there were so many of the agents out of town. While those seen yesterday scout the idea of any further reduction, there is reason to believe that wool rates are decidedly shaky, and may go to pieces at almost any time.

**The New Union Pacific Time Table.**

The new Union Pacific time table goes into effect on Sunday next. It makes some radical changes in the arrival and departure of trains from this city, and among the most important is an evening train for the east. The fast mail from the east, which now arrives in Salt Lake at 2:40, will get here at 3:20. The Utah & Northern local will arrive at the same time as at present—10:30. The Utah Northern fast mail from Portland, Butte and other northern points, will reach here at 7:20 instead of 7, as under present arrangements.

The fast Pacific express will reach the city at 12:30. This makes close connection with the Central Pacific at Ogden.

The fast mail will leave Salt Lake at 8:10, as now, and there will be no change in the local express which leaves here at 11:30. At 5 p.m., however, the Utah Northern and fast Atlantic express will leave, and this train will run through solid from Salt Lake to the Missouri river. The local express for the north will leave at 7:30 instead of 10:30.

Going south, the train for Lehi Junction and Tintic will leave at 7:10 a.m., and the Milford express will go out at 4:15 instead of 5:30 p.m. The Milford express will arrive at 9:45 a.m. instead of 10, and the local express from Juab will arrive at 4:45 instead of 6:30.

On the train leaving here at 7:10 for the south, there will be a through coach for the Tintic country, which will make the round trip and arrive at Salt Lake on special at 7:20 p.m. This will prove a great convenience to both the Tintic and Salt Lake people, and will doubtless be appreciated.

**Garfield Beach Trains.**

On Sunday a new time table will also be effective on the Utah & Nevada division, and it will give ten trains each way daily. The first one will leave at 7:45, the next at 10:45, and the third at 12:45; from the last-named hour until 7:45 p.m. trains will be run hourly. This comes very nearly being metropolitan service.

**A Big Railroad Contractor.**

Hon. Jim Carlisle, the big railroad contractor who travels on silver passes, is in the city, stopping at the Continental. Jim Carlisle built the Denver Pacific, which was the first road to enter Colorado. He has had far contracts on the Kansas Pacific, the Missouri Pacific, the Colorado Central, Santa Fe and many other roads. He is at present engaged in building a 170-mile branch for the Denver & Rio Grande from Dallas through Telluride to Rico. Dallas is eighteen miles this side of Ouray.

"There is not as much money in railroad building as there used to be," said Mr. Carlisle. "There was a time when we built all the railroads in Colorado, but now there are some sixteen contractors, who not only divide the business up but cut the prices down."

**Lighting Trains by Electricity.**

Despite the fact that several railroads have given up on the project of lighting trains by electricity, the Connecticut River railroad not only maintains the illumination, but has made several improvements in its practical workings. For the past three years a train running between Springfield and Northampton, Mass., has been lighted by the fluid, which seldom fails to work successfully. The apparatus used was put in by S. H. Barrett, who has recently perfected an improved form of storage battery, from which he expects more economical results than anything heretofore attained. The electric lighted train hitherto used has been kept in local service, and has been run by a dynamo placed in the baggage car. The batteries, however, have worn out, and the advantage was taken to put in new batteries of fifty cells, which are stronger than the old style. As improved switchboard has also been placed in the baggage car, and with this arrangement the fluid can be regulated in any part of the train. The old way to turn on the lamps was by manipulating a number of separate switches. An improved meter has also been added to the equipment, and this shows the strength of the current as it passes through the cars. Another new device is the Jordan electric coupling, which connects the wires as they pass over the fluid, and has been used in some lamps have been hung over the platforms, shedding sprays of light over the steps.—Ex.

**The Great Electric Railway System.**

The recent meeting in Boston of the American Institute of Electrical Engineers, was marked by an event which inspired confidence in the mind of every electrical engineer as to the complete triumph of the electric railway. The visiting engineers were given every opportunity to examine the existing temporary power plant, and also the engineering plans of the great central power station of the West End Railway company, the foundations for which are now being constructed. In this building when completed will be located thirteen 1,000 horse-power steam engines, and the magnitude of the work is such as to involve the expenditure of hundreds of thousands of dollars. Meanwhile, a sufficient number of electric cars are running in the streets of Boston to give every citizen and visitor an opportunity of comparing them with the horse cars. There are not enough of the electric cars, however, to furnish facilities for all who desire to patronize them—not because they are novel—but because they are clean, well lighted, start quickly, are controlled with remarkable facility, and are in every way superior that passengers will walk an extra block for the sake of riding in them. All the howl about "overhead" wires was confined to those who have been influenced by the newspapers. It is sufficient for the

people that they have an improved system of transportation, and that they mean to enjoy it, is shown by the action of the aldermen who were forced by popular pressure to rescind the ordinance limiting the speed of the electric cars to seven miles per hour. The increase in the number of cars operated is now checked, temporarily, on account of the necessity of equipping open cars for summer traffic. Boston is so located that its suburbs are probably more beautiful and accessible than those of any other city in the country, and the popularity of the improved transit facilities will be readily understood by those who make the trip to Chestnut Hill and return by the electric railway. Along the centre of a broad avenue the double track occupies a strip of parking with a row of trees at each side. The road ways for vehicles are on either side. The entire absence of horses has, therefore, permitted the grass to grow between the rails, and it is kept closely cropped, giving the view the beautiful appearance that the incidental existence of overhead conductors is entirely ignored. The one prominent feature in the entire system as installed in Boston is the evident determination to do everything in the best possible manner. This being the cardinal principle, there can be no doubt as to the continued success of the great undertaking. If skeletons still exist, let them stand on the sidewalk of Tremont street and note how perfectly the electric cars are handled on that crowded thoroughfare. Every street railway company manager desirous of changing his system, every newspaper editor who dwells on death and destruction by overhead wires should visit Boston where they may learn in one day, by quiet observation, that with all due respect to the horse, the cable, steam, compressed air and naphtha, the electric railway has no rival in the field which it proposes to occupy.—Ex.

**Personal and General.**

Rex's royal train left New Orleans yesterday.

J. W. Adams, general passenger agent of the Chicago & Alton, is in Salt Lake.

The Tenth warders had a pleasant time at Syracuse yesterday. The Sixth ward people go out to-day.

W. H. Snedaker, general passenger agent of the Rio Grande Western, with headquarters in San Francisco, is in Salt Lake.

The Utah Central ran out to Mountain Dell yesterday. It carried visitors who were invited by the Mountain Summer Resort company. A very pleasant time was had.

Merit wine, as the marvelous success of Hood's Sarsaparilla shows. It possesses true medicinal merit. Sold by all druggists. 21

**THE BUS AND TRANSFER BUSINESS**

of Salt Lake city is now conducted by the Grant Bros. company. We meet all trains and run to all hotels. Best livery, carriage and horse service. ORDER CARRIAGE FROM OUR TRAIN MEN.

**UNION PACIFIC SYSTEM.**

**MOUNTAIN DIVISION.**

On and after June 22, 1890, Garfield Beach trains will run as follows:

LEAVE SALT LAKE	ARRIVE GARFIELD	LEAVE GARFIELD	ARRIVE SALT LAKE
8:10 a.m.	9:25 a.m.	11:45 a.m.	12:30 p.m.
10:45 a.m.	11:50 a.m.	2:30 p.m.	3:45 p.m.
1:30 p.m.	2:40 p.m.	3:45 p.m.	4:30 p.m.
2:45 p.m.	3:50 p.m.	5:10 p.m.	5:30 p.m.
3:30 p.m.	4:40 p.m.	7:35 p.m.	8:10 p.m.
4:30 p.m.	5:40 p.m.	9:30 p.m.	10:15 p.m.

† Mondays and Tuesdays excepted.

**SUNDAY TRAINS.**

LEAVE SALT LAKE	ARRIVE GARFIELD	LEAVE GARFIELD	ARRIVE SALT LAKE
10:45 a.m.	11:50 a.m.	11:45 a.m.	12:30 p.m.
1:45 p.m.	2:50 p.m.	2:50 p.m.	3:30 p.m.
2:45 p.m.	3:50 p.m.	3:45 p.m.	4:30 p.m.
3:45 p.m.	4:50 p.m.	4:40 p.m.	5:30 p.m.
4:45 p.m.	5:50 p.m.	5:40 p.m.	6:30 p.m.
5:45 p.m.	6:50 p.m.	6:40 p.m.	7:30 p.m.
6:45 p.m.	7:50 p.m.	7:40 p.m.	8:30 p.m.
7:45 p.m.	8:50 p.m.	8:30 p.m.	9:15 p.m.

Fare for the round trip, 50 cents.

Tickets for sale at Union ticket office and at depot.

S. W. ECCLES, G. P. A. Salt Lake.

**Children Cry for Pitcher's Castoria.**

**THE LIEBIG MEDICAL STAFF**

Now Visiting Utah.

The staff of eminent European Specialists, Dr. Liebig & Co., from the Leading World Dispensary and International Surgical Institute, of Kansas City, Mo. and San Francisco, are now visiting Utah, and have offices for Free Consultation at Cliff House, Salt Lake, Monday and Tuesday, July 2 and 3, at Broom Hotel, Ogden, July 5 and 6, Friday and Saturday, at Fort Tintic, the only favor desired being the recommendation of all cured. Inclosures will be taken, but will be frankly told, so as to avoid unscrupulous "cure alls" who will accept fees from anyone. Remember, that the above staff are the only responsible San Francisco Specialists visiting Utah quarterly. Come early, as afternoon and evening offices will be crowded.

**HUMPHREYS'**

Dr. Humphreys' Specifics are scientifically and carefully prepared prescriptions, used for years in private practice with success, and for over thirty years used for the people. Every single Specific is a special cure for the disease named. These Specifics cure without drugging, purging or irritating the system, and are in fact God's own specific remedies of the world.

**LIST OF PRINCIPAL AILMENTS CURED.**

AILMENTS	CURED
1. Fever, Congestion, Inflammation	25
2. Weakness, Wasting, Languor	25
3. Crying Colic, Teething of Infants	25
4. Diarrhea, of Children and Adults	25
5. Dysentery, Griping, Bilious Colic	25
6. Cholera Morbus, Vomiting	25
7. Cold, Croup, Whooping Cough	25
8. Neuritis, Toothache, Zoster	25
9. Catarrh, Headache, Vertigo	25
10. Dyspepsia, Bilious Stomach	25
11. Suppressed or Painful Periods	25
12. Whites, too profuse Periods	25
13. Croup, Cough, Difficult Breathing	25
14. Hoarseness, Brachitis, Laryngitis	25
15. Rheumatism, Rheumatic Pains	25
16. Nervousness, Aches, Chills, Malaria	25
17. Piles, Itch of Bladder	25
18. Catarrh, Influenza, Cold in the Head	25
19. Wasting, General Debility, Coughs	25
20. General Debility, Physical Weakness	25
21. Nervous Debility, Wasting	1.00
22. Diseases of the Heart, Palpitation	1.00

Sold by druggists, or sent postpaid on receipt of price. Dr. HUMPHREYS' MANUAL (144 pages) contains full directions for the use of the Specifics. Humphreys' Medicine Co., 109 Fulton St., N.Y.

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The dyspeptic, the debilitated, whether from excess of work of mind or body, drink or exposure to

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will find Tutt's Pills the most genial restorative ever offered the suffering invalid.

**Try Them Fairly.**

A vigorous body, pure blood, strong nerves and a cheerful mind will result.

**SOLD EVERYWHERE.**

**LEGAL NOTICE.**

IN THE DISTRICT COURT IN AND FOR THE Third judicial district of Utah territory, county of Salt Lake. Howard B. Woodrow, plaintiff, vs. Gordon D. Adhemar, defendant. Summons. The people of the territory of Utah send greeting: To Gordon D. Adhemar, defendant, you are hereby required to appear in an action brought against you by the above named plaintiff in the district court of the Third judicial district of the territory of Utah, and to answer the complaint filed therein within ten days (exclusive of the day of service) after the service on you of this summons; if served within this county; or, if served out of this county, but in this district, within twenty days; otherwise within forty days;—or judgment by default will be taken against you, according to the prayer of said complaint.

The said action is brought to have judgment against you, said defendant, in the sum of \$4,000, alleged to be the price of 15,000 shares of the capital stock of the Cactus Mining company, sold and delivered by plaintiff to defendant, November 15, 1889, at defendant's request, said defendant having refused to pay said sum, and said stock having since depreciated, and now being intrinsically worthless, and for costs of suit. And you are hereby notified that if you fail to appear and answer the said complaint as above required, the said plaintiff will take judgment against you for the sum of \$4,000 and costs of suit.

Witness, the Hon. Charles S. Zane, judge, and the seal of the district court, in and for the Third judicial district, in and for the county of Salt Lake, Utah, this 26th day of June, in the year of our Lord one thousand eight hundred and ninety.

HENRY G. MCNEILAN, Clerk.

By FREDERICKSON, Deputy Clerk.

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